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MISCELLANY.

From Cooper's Naval History.

INTRODUCTION.

As in a single life man passes through the several stages of his physical and moral existence, from infancy to age, so will the American of the present generation, witness the advance of his country, from the feebleness, doubts and caution of a state of conscious weakness, to the healthfulness and vigour of strength. So rapid, however, have been the transitions, that opinion has not kept pace with the facts of the country. Thus it is that we so often find even statesmen reasoning on the policy of the republic, after the manner of their youth, in apparent ignorance of all the important changes that have occurred within the last forty years; for, to adapt the argument to the level of circumstances, in a country like this, requires a mind of incessant activity, and one accustomed to reason in advance, rather than in the rear of events.

In no great interest connected with the welfare of the United States are these truths more apparent, than in all that relates to the navy. While those who have reflected, have clearly foreseen that the republic must assert its place in the scale of nations, defend its territory, and maintain its rights, principally by means of a powerful marine, all are compelled to acknowledge that the growth of this branch of the public service has been slow, uncertain, and marked by a policy as timid as it has been fluctuating. Three several times did the national legislature authorize the construction of vessels of force, before they were built; and they were finally put into the water at a period when they could not be rendered available against an enemy. Thirty years since, the opinion that there was something unsuited to American policy, in the employment of two-decked ships, appears to have been as general in the country as it was erroneous. Because the nation had recently been too feeble to employ agencies that implied so much force, it was secretly fancied that the obstacles were permanent. In other words, opinion had not kept an even pace with facts.

It has long been confessed that America possessed every qualification for the creation of a powerful navy, but men and money. The necessary skill, the required aptitude for sea service, and the other requisites have always been admitted; but it has been asserted that neither the finances nor the population would allow of the drain on their resources, that is unavoidably connected with a strong marine. The two deficiencies, if they actually existed, would certainly be fatal.

In the years 1812, 1813, and 1814, the republic spent considerably more than \$50,000,000, on its current military operations, without reference to the large sums that were subsequently paid on the same account. This war lasted but two years and eight months, and during the first season its operations were very limited. Thus \$30,000,000 more were paid on account of military charges, in the two years of peace that immediately succeeded, making a total of \$80,000,000. It is known that even this large sum falls materially short of the truth. During the same five years the money expended on the navy amounted to only \$30,000,000, although the peculiar nature of the service on the lakes involved an enormous and an unusual expenditure, and a war with Algiers occurred, during which the country maintained afloat a much larger force than it had ever previously employed. In addition, the greatest part of this expenditure was the cost of new construc-

tions. It follows, that America expended nearly two dollars on her army, and its military operations, in the war of 1812, for every dollar expended on her navy, including the expense of building most of the costly vessels of the service. Had the fact been precisely reversed, it is probable that the proportions required by true policy would have been better observed, and there can be but little doubt that the country would have reaped the advantage, for no serious invasion of America will ever be attempted in the face of a strong fleet, after the country shall be provided with docks and arsenals, by means of which accidental reverses can be remedied. By dividing the large sum expended on the army and navy, between the years 1812 and 1816, inclusively, \$40,000,000 would have fallen to the share of each branch of the service, which would have given \$8,000,000 a year to the navy. This sum would be amply sufficient to maintain a force of twenty sail of the line, with a suitable number of small vessels, to cruise in company. Against such a fleet, no European power could have attempted an invasion of a coast so distant from its own resources.

This is an outline of the facts of 1812. Those of the present day in no degree impair the principle, though the introduction of steam may modify its application. Nor can it be objected that these statements are liable to the deductions which practice is usually found to make in estimates, since they are, in truth, results and not premises. The only departure from a known fact, is to transfer a portion of the actual current expenditure of the country, a quarter of a century since, from one branch of its public service to another.

It may be taken as a rule, that wherever there is money, men will not be wanting. But the Government of the United States has never resorted to the most obvious means of manning a large marine. Until the effort is properly made, it is weak to assume the impossibility of the measure. The number of actual seamen, necessary in a large ship, is much smaller than is commonly supposed, and it is probable that there was not a moment, during the year 1814, when the public and private armed vessels of the country did not contain people enough of all sorts, with a proper addition of landmen, to man a fleet of sufficient strength to have swept the American seas. The impressed American seamen, who were put into the prisons of England, after the declaration of war in 1812, would, of themselves, have furnished nearly all the petty officers and seamen of ten sail of the line; and had only these ten sail of the line existed a few years previous, it is probable not one of these men would have been the subject of the outrage by which he was deprived of liberty. Whenever the Government of the United States shall be engaged in a war with any great naval power, and shall see fit to withhold commissions from privateers, granting, at the same time, the proceeds of all prizes to the officers and men of their public cruisers, it will be found that adventurers will not be wanting. In the contest of 1812, the vessels of war were directed to destroy the ships they took, because the enemy was known so closely to infest the coast, that it was almost impossible to get a prize in, whereas a strong force would put an end to all sorts of blockades. Most of the prizes taken by Capt. Porter in the Pacific, and which made the attempt to get to America, traversed the immense distance between Valparaiso, or the Marquesas, and the American coast in safety, to fall into the hands of their enemy, when a few days, or a few hours, run from port. It should be remembered that, in political

measures, as in all the other interests of life, weakness is the parent of misfortune; while the results of energy and force are in an arithmetical proportion to their means. There can be no reasoning more unsound, than to assume that the consequences of a defective policy are to be taken as the premises of a wise policy.

A careful review of these facts and principles must satisfy all who study the subject, that the United States of America have never resorted to the means necessary to develop, or even, in a limited sense, to employ their own naval resources. As a consequence, they have never yet enjoyed the advantage of possessing a powerful marine in a time of war, or have felt its influence in sustaining their negotiations, and in supporting their national rights, in a time of peace. As yet, the ships of America have done little more than show the world what the republic might do with its energies duly directed, and its resources properly developed, by demonstrating the national aptitude for this species of warfare.

But the probationary period of the American marine is passing away, and the body of the people are beginning to look forward to the appearance of their fleets on the ocean. It is no longer thought there is an unfitness in the republic's possessing heavy ships; and the opinion of the country, in this as in other respects, is slowly rising to the level of its wants. Still many lingering prejudices remain in the public mind, in connexion with this all-important subject, and some that threaten the service with serious injury. Of these, the most prominent are, the mode in which the active vessels are employed; a neglect of the means of creating seamen for the public service; the fact that there is no force in commission on the American coast; the substitution of money for pride and self-respect, as the aim of military men; and the impairing of discipline and lessening the deference for the justice of the state, by the denial of rank.

Under the present system of employing the public vessels, none of the peculiar experience that belongs to the higher objects of the profession is obtained. While ships may be likened to regiments, as regards the necessity of manœuvring together, there is one important feature in which they are totally dissimilar. It may be pretty safely thought that one disciplined regiment will march as far, endure as much, and occupy its station as certainly as another; but no such calculation can be made on ships. The latter are machines, and their qualities may be improved by human ingenuity, when their imperfections have been ascertained by experiment. Intelligent comparisons are the first step in this species of improvement.

It will be clear to the dullest mind, that the evolutions of a fleet, and, in a greater or less degree, its success, must be dependent on the qualities of its poorest vessels; since the best cannot abandon their less fortunate consorts to the enemy. The naval history of the world abounds with instances, in which the efforts of the first sea captains of their respective ages have been frustrated by the defects of a portion of the ships under their command. To keep a number of vessels in compact order, to cause them to preserve their weatherly position in gales and adverse winds, and to bring them all as near as possible up to the standard that shall be formed by the most judicious and careful commander, is one of the highest aims of naval experience. On the success of such efforts depend the results of naval evolutions more frequently than on any dexterity in fighting guns. An efficient fleet can no more be formed without practice in squadrons, than an efficient army without evolutions in brigades. By not keeping ships in squadrons, there will also be less emulation, and consequently less improvement.

Under the present system, three principal stations are maintained: two in the Atlantic, and one in the

Mediterranean. On neither of these stations would the presence of a vessel larger than a sloop of war be necessary, on ordinary occasions, provided a force of heavy ships could periodically and unexpectedly appear on all. It is seldom that a single ship of the line is required on any service, and it is certain that a solitary two-decked vessel could have no great influence on those important interests which it is the practice of the rest of Christendom to refer to the agencies of fleets. By putting in commission six or eight two-decked ships, and by causing them to appear, from time to time, on all the more important stations this side of the two great southern capes, the country, at no material additional cost, would obtain the several objects of practice in fleets, of comparative trials of the qualities of the most important class of vessels in the navy, of a higher state of discipline, and of a vast improvement in the habits of subordination, on the part of commanders, a defect that all experience shows is peculiar to the desultory mode of service now in use, and which has produced more naval disasters in the world than probably any other one cause. In a word, the principal ends of a navy can no more be obtained by the services of single ships, than wars be decided by armies cut up into battalions. Small vessels are as indispensable, for lower schools of practice, as company drills in an army; but squadrons alone can produce the highest class of officers, the steadiest discipline, or the desired objects.

In addition to this neglect of accustoming the service to the use of the particular sort of force necessary to render a marine effective for great ends, the history of the world cannot probably supply a parallel to that forgetfulness which the American Government has manifested of all the known incentives of human exertions, in the management of the navy. A portion of the inducements that, under other forms of government, are freely used for this purpose, under a system like that of the United States, are necessarily withheld, as they are believed to be opposed to the governing principles of the institutions. To this class of incentives belong all those rewards that are connected with personal and hereditary social rank. That the power to confer honors of this nature is a vast increase to the influence of a government, is incontrovertible; and in discarding it for objects that are thought to be of still greater importance, the utmost care should be taken not to neglect its substitutes. The man who refuses to adopt remedies that he believes unsuited to his constitution, is discreet; when he carries his system so far as to forget to look for others to supply their places, he becomes careless and culpable.

Next to personal reputation, military rank is the highest stimulus of a military life. Its possession enters into all the day dreams of the young aspirant for fame and honors; is inseparable from self respect, and is indissolubly connected with discipline. With these indisputable truths in full view, they who have had the care of graduating and regulating this important interest, for the American marine, have simply selected that part of the system of the mother country that did not conflict with popular institutions, without advertent to its fitness for the peculiar state of things to which it was to be applied. This was like rejecting the heart of the fruit because it was unhealthy, and carefully preserving the rind. But a few explanations will render our meaning more clear.

The nature of the English Government is no secret. A territorial aristocracy, promotion, in both the army and the navy, is the inevitable fruit of favor, or of personal power. In the army, the mode of purchasing rank has been adopted, by means of which the affluent are at all times enabled to secure the most desirable stations for their children; but, professional knowledge being indispensable to a sea-officer, a different plan was introduced into the ma-

rine. According to this system the name of a boy was entered on the books of a ship, and after he had been thus rated a certain number of years, it was competent for the admiralty to raise him, at pleasure, as high as the rank of captain, when his career became more regular. As this rank of captain, however, afforded most of the opportunities for acquiring reputation and money, it was the first great object of all aspirants, and it suited the policy of such a form of government to make the intermediate steps, between the condition of probation, and that when the officer obtained his permanent relative rank for life, as few as possible. Thus were found in the British navy but two commissions between the midshipman and the captain: that of a lieutenant, and that of a master and commander. When the narrow and political system under which these probationary ranks were established were in full activity, the sons of men of influence often passed through the stations of lieutenant and master commandant in two or three years. Nothing was more common than to find captains in command of frigates, who had served but eight or ten years in the navy, with lieutenants to take charge of their ships, who had passed double the time under that one commission alone.

Although this system, so far as the regulation of the ranks is concerned, was adopted entire into the American service, nothing can be more unsuited to our state of society, to policy, and to the actual wants of the navy. For many years, all the promotions of the American marine were limited to three! Even at this day, with full experience of the evils of a system of incentive so meagre, and of a concentration of rank so destructive of self-respect and discipline, the life of the American naval officer is cheered by only four promotions, two of which are little more than the changes that nature herself demands, by transferring the officer from the duty of a boy, to duty more becoming a man.

He who lives without the inspiring view of preferment constantly before his eyes, literally lives without hope, and necessarily without ambition. It is a singular fact, that in a country where so many social consequences of the last importance are justly traced to the elasticity of a hope of advancement that is denied to no American, this cruel neglect should have been manifested to the interests and character of a branch of the public service which all admit to be of the last importance. As events are stronger than the human will, the evil consequences of this indifference to the feelings and rights of the navy, are easily to be traced; facts having forced from the Government substitutes for the legitimate incentives of military life, that are dangerous to the military character. Money has been made to supply the place of ambition, and a new pay-bill is thought to be a sufficient corrective of all the evils of a great moral neglect, and of a most crying injustice!

It is time that America began to think for herself on a subject as important as that of her marine, and to frame a system of discipline and incentives, of resources and practice, better suited to her political, social, and moral condition, than the factitious and exclusive state of things which has so long served her for a model. Personal influence availing nothing in procuring promotion in the American marine, all its officers are obliged to pass through the same stages of probationary service, and with the exception of the cases in which the expediency of rewarding success prevails, each individual is obliged to pass an equal portion of his life in the same rank. A wise policy would impress the Government with the importance of adding as many stimulants to this period of professional life as comports with convenience; but an examination of facts will show that, while practice has exacted concessions to necessity, the opportunity of adding the incentives of promotions has been strangely neglected. Thus it is that we find the lower ranks of the service separated in practice, by

stations unknown to the laws, while the commission is withheld from the individual who temporarily performs the duty.

It is not easy fully to impress on the minds of civilians the immense results that are dependent on a due division of military rank. The commission, which represents the power of the state, in a short time gets to be the substitute for personal qualities, and produces that prompt and nearly passive obedience which are indispensable to the success of military movements. The common man, or officer, who at any moment is required to risk his life under the orders of another, has need to strengthen his habits of submission by all the auxiliaries which human ingenuity can devise, without injustice. To prevent a sort of abject dread, nations have introduced the substitute of respect. Equality of rank is uniformly destructive of subordination, and it should be one of the aims of a wise administration of the navy to place in a ship as many different grades of officers as may comport with simplicity and convenience. A regiment has always six, and sometimes seven, distinct classes of commissioned officers in its fighting department; and there is no reason why a ship should not be equally well protected against the evils of insubordination, though it is usual to limit the number to three.

The moral effect of a frequent recurrence of promotions, also, is incalculable. Each step is an incentive to exertion and improvement, and a corrector of habits. When young men, in particular, are condemned to pass fifteen or twenty years in the same rank, the spirit grows weary, the character loses its elasticity, the ambition is deadened, and the duty that, with a proper attention to those details, might be rendered attractive, becomes monotonous and discouraging. By minute divisions of rank, those personal sensibilities which are apt to seek relief in personal quarrels, are assuaged by the habitual deference that is paid to the commission. The whole history of the navies of the world furnishes very few instances of duels between sea-officers of different ranks, while, unhappily, too many cases may be found of meetings between equals.

While the American service, without the same motive, has adopted the naked system of the English, for the inferior stations of the marine, it has stopped at the rank of captain, where, in truth, the great incentives and rewards of the British navy really commence. In England, while there are only two commissions below that of captain, there are nine superior. In addition to these different military commissions must be enumerated several professional dignities, with the incentives offered by knighthood and social rank.

The rank of a captain in the navy never can be a sufficient inducement to attract the highest talents, in a country in which every species of preferment is open to competition. Hope has, hitherto, kept the service together, the want of fleets furnishing an apparent apology for trusting to the future. To pretend, however, to manage fleets with officers of the same rank as the commanders of single vessels, infers as great an absurdity as to pretend to manage ships with no other rank than that of a midshipman. There is, indeed, a greater connexion between rank and discipline, as applied to fleets, than between rank and discipline, as applied to ships. In the latter case, there is the constant personal inspection of the superior to aid authority; while, in the former, obedience arises purely from deference to the commission, and the obligations of duty. It is as much the nature of man to pay respect to the instructions of one clothed with an authority superior to his own, as it is to cavil at the opinions and instructions of his equals. It is idle to expect the implicit and confiding obedience on the one hand, and the self-relying exercise of authority on the other, that are indispensable to certain and combined military opera-

tions, without imparting to the superior all the power that habitually attaches itself to the possession of professional rank.

There is a necessary denial of some of the cheapest and most available incentives to public service, in republican forms of government. Personal rank is withheld, on a general and wise principle; but to increase this comparative feebleness, by denying professional rank, is to add wilfully to those peculiar defects of a political system, that wisdom would teach us to repair by all practicable means. It is a rule of morals, that a high class of service must meet a high scale of rewards, and that a low scale of rewards will produce a low class of service.

In addition to the considerations of policy, come the claims of justice. There is no stronger hold on the services of its citizens, than a perfect reliance on the justice of a state. It is the quality that most binds a man to his country; which most elevates that country in the eyes of the world; which, in truth, renders it the most worthy of respect, obedience, and love. If the community that ceases to protect the characters, persons, and property of its members, loses all moral claim to their allegiance, so does the state that denies the rewards due to its servants, weaken its right to expect extraordinary and profitable exertions. It may, moreover, be laid down as a safe rule, that the military man who does not desire military rank, is deficient in that generous ambition which courts responsibility, and is willing to encounter danger.

The claims of justice cannot be dispensed with, in the case of the navy, with the same impunity as in most other instances connected with the public service. Seamen go abroad; they appear in their professional stations before the observation of foreign states, and are placed in constant contrast with the servants of other systems. Republicanism itself is brought into disrepute, in denying the just rewards of long services to officers, by attaching to it the weakness of a neglect of incentives, an ignorance on the subject of the general laws of discipline, and the odium of injustice. It is by forgetting the latter quality, more through the indifference of a divided power, than from any other cause, that republics have obtained their established character of being ungrateful. They are ungrateful because they neglect those means of security that are connected with a just system of rewards, which other states respect from apprehension.

The necessity of creating higher rank in the navy, on account of its influence on other services, more especially when acting in concert with American fleets, has often been pointed out. The answer to this practical argument, has usually been a high pretension in behalf of the republic to act agreeably to its own policy, and a right to insist that any notion of superiority that it may choose to attach to the station of a captain in its own navy, shall be recognised by the agents of other governments. This extravagant idea can be supported by neither usage, reason, nor common sense. In the first place, all international questions should be settled by the general consent of states, and not by the peculiar policy of any particular community. As well might America pretend to say that its *chargé d'affaires* shall have the rank of ambassadors at foreign courts, as to say that its captains under any circumstances, shall have the rank of admirals on foreign stations. It is true, a nation has a right to say that a rank equivalent to that of an admiral shall exist in its marine, under another appellation; but it has no right to say that a rank recognised by itself as merely that of a captain, shall be entitled to receive the honors and to claim the authority of an admiral, among other people. The usages of nations must control this interest, as well as all others that equally affect different states; and as there is nothing new, or peculiar, in captains occasionally commanding squadrons, under the tempo-

rary title of commodores, among all the naval powers of Christendom, other people may object to America's attaching a new importance to an old commission. The pretension might as well be set up in behalf of a lieutenant as in behalf of a captain; and foreign services will be as likely to object to the one as to the other. It is no answer to say that we attach the consideration of an admiral to the commission of a captain, since the fact is not so. If it were, the question would be altogether unworthy of controversy, for it would be a discussion merely about a name. If a captain were in reality an admiral, there would be no sufficient reason for calling him a captain, since it would be rejecting all the moral aid that is associated with established language, without a corresponding object. There can be no more certain sign of the ignorance of a people, or of their unfitness of self-government, than the practice of confounding the substance with the reality, and an enlightened nation should not hesitate to use the name when it possesses the thing. Other people have a right to insist on this frankness, as it is the simplest means of preventing mistakes, and is answering the plainest ends of language. He is no friend of liberty who is not the friend of sincerity; and the politician who is afraid of simplicity and frankness, manifests his distaste for truth.

Without graduations in military rank there would be no subordination or discipline. There can be no equality in an army or navy. One must always command, and the rest must obey. It is true it might be possible to establish a system by which all the officers of a fleet should have the same titular rank, commanding according to seniority; but no good could come of it. In the first place, the appellation would not, at once, indicate the relative station of the individual, as at present, and much would be lost in time and simplicity. There would be no general rule by which to regulate pay and emoluments, and the laws to this effect would become complicated and difficult of interpretation. Foreigners would not know whom to address as the superior, and whom to address as the inferior; nor would the government of the country itself be able to understand its own arrangements, without a constant recurrence to records and registers. There is the same reason for calling the commander of a ship a captain, as there is for calling its disbursing officer a purser, and its medical officer a surgeon. These terms explain their own meaning; which is one of the great ends of language. What is true of a captain is equally true of an admiral. The substitution of the term commodore for that of admiral is liable to the same objection as the substitution of the term lieutenant for that of captain. It does not mean what is expressed. A commodore fills a brevet rank of the highest utility, for it enables the government to avail itself of the peculiar talents of an active partisan captain, by detaching him for temporary service, with a small squadron, usually of light ships, placing it in the power of those who control naval movements, to overlook seniority, in the search of peculiar merit. He exists as a beneficial exception, and in converting the rank into the rule, an authority that is highly useful to the department is lessened. Admirals are as necessary to fleets as captains to ships. The thing must exist, under some appellation or other, and if the old term brings with it additional dignity, respect, authority, and adds fresh incentives to exertions, it is utter imbecility to discard it. There is no more fitness in calling the commander of a fleet a captain, or even a commodore, than in styling the first magistrate of the republic a justice of the peace.

It is often asserted that the superior ranks have been withheld from the American marine because there exists no corresponding military titles in a community that is sensitively jealous of every appearance of superiority. Generals can be tolerated,

because generals abound in common life; but admirals will not be tolerated, because admirals cannot argue before courts, and hope to escape ridicule. This, indeed, would be subjecting the policy of a great nation, and that, too, in one of its highest interests, to the envious and absurd feelings of a village rivalry. The objection is unworthy of a reply, and that it is false, is proved by the excessive number of another peculiar rank that does actually exist, the navy fast tending towards becoming a service of commodores! Indeed, one of the evils of withholding the superior rank of admiral, is the disposition it creates to convert the brevet and peculiar station of commodore into a permanent and common station, defeating its object.

The propriety of adopting for the navy a brevet rank, corresponding with that of the army, has been frequently discussed, and, in one instance, it was seriously recommended to Congress by the department. While there is a peculiar fitness in an American army's receiving brevet rank, it is a mode of preferment entirely unsuited to all navies. The American army is unavoidably broken up into small detachments; commands of companies, where brevet rank becomes available; but the lieutenant who held the brevet rank of commander, would still be obliged to act as a lieutenant, since ships' companies must be entire. The acting appointments that now exist are the best substitutes for brevet rank in a marine, if it be thought they ought not to be replaced by commissions.

The necessity of possessing a powerful marine appears now to be generally conceded. While all parties are ready to admit the expediency of creating a formidable naval force, however, there is a division of sentiment as to the method and the means. Those who reason for the future from the past, are disposed to limit the national efforts, should another war occur with England, to predatory hostilities directed against her commerce; while the bolder and more original thinkers believe that the time has come when America is as fully able to protect all her interests at sea, as any other naval power of Christendom. They contend that nothing is wanting but the will, and the necessary preparations.

There is an opinion becoming prevalent that the use of steam will supersede the old mode of conducting naval warfare. Like most novel and bold propositions, this new doctrine has obtained advocates, who have yielded their convictions to the influence of their imaginations, rather than to the influence of reflection. That the use of steam will materially modify naval warfare, is probably true; but it cannot change its general character. No vessel can be built of sufficient force and size to transport a sufficiency of fuel, provisions, munitions of war, and guns, to contend with even a heavy frigate, allowing the last to bring her broadside to bear. It may be questioned if the heaviest steam vessel of war that exists could engage a modern two-decked ship even in a calm, since the latter, in addition to possessing much greater powers of endurance, could probably bring the most guns to bear, in all possible positions. Shot-proof batteries might indeed be built, that, propelled by steam, would be exceedingly formidable for harbor defence, but it is illusory to suppose that vessels of that description can ever be made to cruise. Even in estimating the power of steam vessels in calms, as opposed to single ships of no great force, there is much exaggeration, as historical facts will amply prove. The wars of this country afford several instances of frigates carrying eighteen pounders, lying exposed to the cannonade of fifteen or twenty gun-boats, for two or three hours, and yet, in no instance, has any such vessel been either captured or destroyed. It is a heavy sea-steamer that can bring six guns to bear at a time, and yet frigates have resisted twenty guns, advantageously placed, for hours. It may be said, that steamers would dare

to approach nearer than gun boats, and that, by obtaining more favorable positions, they will be so much the more formidable. There is but one position in which a ship can be assailed, without the means of resistance, and that is directly ahead, and from a situation near by. Large ships can hardly be said to be defenceless, even under these circumstances; as the slightest variation in their position, would always admit of their bringing three or four heavy guns to bear. The expedients of seamen offer a variety of means of changing the direction of a ship's head in calms, even did not the sea itself perform that office for them. Nothing, for instance, would be easier than to rig, temporarily, wheels to be propelled by hand, out of the stern or bow ports, or even on the quarter, that would bring a large ship's forward, or after guns, to bear, in a way to beat off, or destroy, a steamer.

There are certain great principles that are unchangeable, and which must prevail under all circumstances. Of this class, is the well established fact, that a ship which possesses the efficiency which is contained in the double power to annoy and to endure, must, in all ordinary circumstances, prevail over a ship that possesses one of these advantages, and that too, in a smaller degree. Steam may be, and most probably will be, made a powerful auxiliary of the present mode of naval warfare, but it is by no means likely to supplant it. Fleets may be accompanied by steamers, but their warfare will be conducted by the present classes of heavy ships, since it is not possible to give sufficient powers of annoyance, or endurance, to vessels propelled by steam, to enable them to lie under the batteries of the latter. Even as active cruisers, the efficiency of steam vessels is probably overrated, on account of the consumption of fuel, though it remains to be proved by experience whether their employment may not induce a change in the armaments of light vessels of war. The history of the war of 1812, shows that ships have often cruised months without having fallen in with convoys, and it is certain that no steamer, in the present state of science, can remain at sea thirty days, with efficiency as a steamer.

In a word, while the introduction of steam into naval warfare, will greatly modify maritime operations, it is, by no means, likely to effect the revolution that is supposed. In those portions of the art of seamanship that it will influence, steam will meet steam, and, in the end, it will be found that the force of fleets will be required in settling the interests of states, as to-day. Perhaps the greatest agency of this new application of steam power is yet to be seen in the adoption of an invention of an officer of high rank in our own navy, that of the steam-prow. For the purposes of harbor defence this idea promises more than any other, though it is by no means certain that the resources of seamen may not yet discover the means of resisting even this threatened means of destruction.

Another of the provisions necessary to the efficiency of a marine, that has been neglected by the American Government, is the construction of dry docks. It is hardly exceeding the bounds of a just discrimination to say that the state which possesses a fleet of twenty heavy ships, with a sufficient number of dry docks, is better provided with the means of carrying on an active and vigorous naval war, than the state which may possess double the number of ships, and no dry docks. Indeed, a constant examination of the copper of vessels, to say nothing of injuries received in battle, is necessary to sailing well; and, as has been said already, a fleet composed of vessels of unequal qualities, is at once reduced to the level of its poorest ships. The great extent of the American coast requires an unusual provision of this nature. Crippled vessels are compelled to make the first port, and no important naval station should be

without at least one dock capable of receiving any thing that floats.

The consideration of all these subjects will teach any reflecting man how little has yet been done for this great national interest, through the agency of foresight, precaution, and wisdom, while so much has been done by circumstances.

From the National Intelligencer.

OUR NAVY.—Few readers, probably, of the present day are aware what a change in public opinion has taken place in less than half a century as to the necessity of an efficient navy for the protection of the coasts and commerce of the United States.

In looking into a file of Philadelphia papers for the year 1794, we came across a warm debate which took place in the House of Representatives of the United States in February of that year, on a proposition for building four vessels of 44 guns and two of 20 guns, in order to protect our merchant vessels against the attacks of the Algerines, who had recently not only committed repeated depredations on our commerce, but had seized and carried into slavery a large number of our citizens; and, to our surprise, found that the measure was carried by a majority of *two votes* only. Indeed, but for the animated zeal and ability with which the bill was advocated by the lately deceased Gen. Samuel Smith, who had just become a member of that body, it is likely this movement toward a Navy Establishment would have failed altogether.

Such of our readers as are not already acquainted with the facts, will doubtless be curious to know on what grounds the measure was opposed. We will state the principal reasons assigned:

1. The vast expense which the building and fitting out of this small fleet would subject the country to.
2. That if these vessels were built, a Secretary of the Navy, and a swarm of other officers, must be employed.
3. That, as it was supposed the Algerines would be aided by the British Government, this fleet would prove insufficient for its avowed objects.
4. That it would be cheaper to purchase a peace of the Algerine, or to pay a tribute to the Portuguese Government to fight the Algerines in our behalf, than to fit out a squadron for the purpose.
5. That the Government of Great Britain, whose Minister, it was argued, had the power of preventing the aggressions of the Algerines, could be more effectively induced to this course by commercial regulations, and increased duties on the importation of her manufactures, than by a few armed vessels.

Strange as some of these arguments may now sound in the ears of our readers, this is a true story of some of the objections which had nearly defeated the first step taken under the Constitution towards the construction of a naval force.

From the Columbia S. C. Telescope.

AN INTERESTING REVOLUTIONARY DOCUMENT.

We have never seen the following document in print, which we now publish from the original manuscript in the possession of a gentleman of this town. It gives us an account of a brilliant affair in our Revolution, drawn up at the time by the chief actors in it, and expressed in the plain strong style that belonged to the period. This, with very many other battles in the South, have never attracted the applause, or attained the historical notoriety, which have attended the Revolutionary incidents of similar magnitude in other quarters; and, indeed, so much more has been written concerning the Revolutionary incidents of the North, and so much more been done by the people and the States in that section to commemorate and signalize them, that the present generation in the neighborhood of Cowpens and King's Mountain know more about Bunker's Hill and Lexington, and

more of Starke and Putnam, than of Pickens and Campbell.

— No monument, inscription stone, Their race, their deeds, their names, almost unknown.

We have always thought that those battle-fields in our State, which were illustrated by the gallantry and devotion of our ancestors, should be marked by permanent mementoes, at the cost of the State—every one, from Fort Moultrie to King's Mountain.— And he who would carry such a measure through the Legislature, would himself deserve a monument.

A state of the proceedings of the Western Army, from the 25th day of September, 1780, to the reduction of Major Ferguson, and the Army under his command.

On receiving intelligence that Major Ferguson had advanced up as high as Gilbert Town, in Rutherford county, and threatened to cross the Mountains to the Western Waters—

Col. William Campbell, with four hundred men from Washington county, Virginia; Col. Isaac Shelby, with two hundred and forty men from Sullivan county of North Carolina, and Lieut. Col. John Sevier, with two hundred and forty men from Washington county of North Carolina, assembled at Watauga, on the 25th day of September, where they were joined by Col. Charles McDowell, with one hundred and sixty men from the counties of Burk and Rutherford, who had fled before the enemy to the Western Waters. We began our march on the 26th, and on the 30th we were joined by Col. Cleveland, on the Cataba river, with 350 men from the counties of Wilkes and Surry. No one officer having properly a right to the command in chief, on the first of October we dispatched an express to Major Gen. Gates, informing him of our situation, and requested him to send a General Officer to take the command of the whole. In the mean time, Col. Campbell was chosen to act as commandant till such General Officer should arrive. We marched to the Cowpens, on Broad river, in South Carolina, where we were joined by Col. James Williams with four hundred men, on the evening of the 6th October, who informed us that the enemy lay encamped somewhere near the Cherokee ford of Broad river, about thirty miles distant from us; by a council of the principal officers, it was then thought advisable to pursue the enemy that night, with nine hundred of the best horsemen, and leave the weak horse and foot men to follow us as fast as possible. We began our march with 900 of the best men about 8 o'clock the same evening, and marching all night, came up with the enemy about 3 o'clock P. M. on the 7th, who lay encamped on the top of King's Mountain, 12 miles north of the Cherokee ford, in the confidence that they could not be forced from so advantageous a post. Previous to the attack, on our march, the following disposition was made: Col. Shelby's regiment formed a column in the centre of the left; Col. Campbell's regiment an other on the right; part of Col. Cleveland's regiment headed in front by Major Winston, and Col. Sevier's regiment, formed a large column on the right Wing; the other part of Col. Cleveland's regiment, headed by Col. Cleveland himself, and Col. Williams' regiment composed the left Wing; in this order we advanced, and got within a quarter of a mile of the enemy before we were discovered. Col. Shelby's and Col. Campbell's regiments began the attack, and kept up a fire on the enemy, while the right and left Wings were advancing forward to surround them, which was done in about five minutes, and the fire became general all around; the engagement lasted an hour and five minutes, the greatest part of which time an heavy and incessant fire was kept up on both sides; our men in some parts, where the regulars fought, were obliged to give way a small distance, two or three times, but rallied and returned with additional ardor to the attack. The troops upon the right having

gained the Summit of the Eminence obliged the enemy to retreat along the top of the ridge to where Col. Cleveland commanded, and were there stopt by his brave men; a flag was immediately hoisted by Captain Depoisture, then commanding officer, (Major Ferguson having been killed a little before,) for a surrender; our fire immediately ceased, and the enemy laid down their arms, the greatest part of them charged, and surrendered themselves prisoners to us at discretion.

It appears from their own provision returns for that day, found in their camp, that their whole force consisted of eleven hundred and twenty-five men—out of which they sustained the following loss. Of the regulars, one Major, one Captain, two Sergeants, and fifteen privates killed, thirty-five privates wounded left on the ground not able to march. Two Captains, four Lieutenants, three Ensigns, one Surgeon, five Sergeants, three corporals, one drummer, and forty-nine privates taken prisoners; loss of the Tories, two Colonels, three Captains, and 201 privates killed; one Major, and 127 privates wounded and left on the ground not able to march; one Colonel, twelve Captains, eleven Lieutenants, two Ensigns, one Quarter Master, one Adjutant, two Commissarys, eighteen Sergeants, and 600 privates taken prisoners. Total loss of the enemy 1105 men at King's Mountain.

Given under our hands at Camp.

WM. CAMPBELL.

ISAAC SHELBY.

BENJ. CLEVELAND.

From the N. Y. Journal of Commerce.

ANOTHER LESSON TO THE MALAY PIRATES.—It will be seen by the annexed letters, that the U. S. frigate Columbia, and corvette John Adams, under Commodore Read, have inflicted a signal vengeance upon the Malay towns Qualla Battoo and Muk Kee, on the island of Sumatra, for the connexion they were supposed to have had with the piracy and murders committed in their waters on board the American ship Eclipse, of Salem. Qualla Battoo was once before visited by one of our frigates, the Potomac, and all her forts demolished. For this reason, or some other, Qualla Battoo, on the present occasion, suffered only a moderate infliction, while Muk Kee, a town about 40 miles distant, was demolished and burnt. No lives were lost on the American side, and our letters do not state that any of the Malays perished. The towns appear to have been deserted in anticipation of the attack. The necessity of such severe measures is to be regretted; but, in dealing with savages and pirates, no other mode seems practicable for the protection of our commerce and the lives of our citizens. We trust the Malays will now come to the conclusion that *their own interest* requires them to restrain their cupidity from being exercised upon defenceless merchantmen which may visit their coast. They, probably, until the arrival of the Potomac, supposed that America was too remote, or too feeble, to protect its commerce in those seas. It is to be hoped that this delusion is now dissipated, and that hereafter our seamen and cargoes, in that quarter, will find the flag of their country a never failing protection.

The bombardment of Qualla Battoo took place on the 23d of December, and that of Muk Kee on the 1st of January.

Correspondence of the Journal of Commerce.

U. S. FRIGATE COLUMBIA, }
Harbor of Singapore, Feb. 5, 1839. }

I have an antipathy to write a document for a newspaper, but I promised occasionally to send you a letter, and feel indebted to do so in view of the pleasure your papers give me, when I am so fortunate as to receive them on our winding track over the oceans of the world. And you will be desirous of knowing what our squadron has been doing on the west coast of Sumatra, or whether we have done any thing, af-

ter you shall have received intelligence of the piratical act of the Malays in the robbery of another American vessel, and the murder of her captain and one of her crew.

The plot for the attack on the ship Eclipse, Capt. Wilkins, was originated at Muk Kee, some 40 miles from Quallah Battoo; and part of the persons who committed this murder and robbery, have been protected by the Rajahs of Muk Kee, and a great proportion of the property and money taken to that place. This, therefore, was deemed the principal offending place. We learn that the \$12,000 was divided out, and some of it was received at Quallah Battoo, and also at Soo-Soo, a place three or four miles from Quallah Battoo, and at both of these, according to the acknowledgments of the Rajahs in the conversation held with them, some of the pirates were residing, on our arrival, on the coast. The demand for these men having been made, and compliance being declared to be impossible, as the men had escaped after our anchorage, (which, however, was deemed to be only an excuse to render their refusal to comply with the demand an appearance of misfortune to them, rather than a decision of their councils,) our ships were run in nearer to the shore at Quallah Battoo, and the place cannonaded, with some damage to the town, or rather to the forts, as they were the objects at which the shots were directed.

The ships were then got under weigh, and stood for Muk Kee where the demand for the pirates was made, without the expectation of the Rajahs of that place pursuing any course different from the one adopted by the Rajahs of Quallah Battoo. The demand was uncomplished with, and the consequences, as the proper alternative, (so deemed to be by our Commodore, and I believe quite unanimously the sentiment of all the officers,) followed.

The ships were kedged in, near to the town and forts—the town being situated on a small peninsula, and each side of the point indented by the lip of a beautiful little bay, with water deep enough for a seventy-four.

No boat making her appearance for an overture, up to the time specified as the limits of forbearance, the Columbia opened her fire upon a neighboring fort, raking the town as she chose, quite the length of it. The first gun of the Columbia was the signal for the John Adams, the beautiful corvette, to let fly her shot; and the loud roar of her cannon reverberated from the mountain sides that nearly enwalled the angry little ship, and as the volumes of fire and piles of smoke continued to emit from her side, the Columbia slept a moment, which rendered the scene yet more impressive to one conscious that a moment more and her loud and fearful pieces would send forth their heavy metal, and cannister and grape. Her tremendous cannonade, throwing 42lb. shot, now boomed in their loud report over the still sheet of water that, this morning, seemed to have hushed the swellings of its bosom, as if it would favor the purposes of destruction which seemed to be moving the two dark forms which had slowly floated over its silver surface, to gain a resting place nearer to the golden beach which encased the curved lip of the bay.

I was in the mizen-top, a looker on. The ships were within a musket-shot of the beach, and the town reached near to its edge. The cannonading from both ships continued for near a half hour. Now, the balls throwing up a cloud of dust as they riddled the bamboo houses, or rived in splinters the dwellings of better material; and now the ball, striking the tall coconut tree, scorched it as if a hundred hot irons had been applied to the external coat of its trunk, and sent up a beautiful volume of pale blue smoke, as if it came above the trees from some concealed cottage, embowered in the evergreen foliage of the mountain side; and now the branches fell, as if lopped by some giant pruning hook, as the tree, *en masse*, with its spreading top, and with its mingling

crash, fell to the ground. One solitary being was seen pacing with indifference backwards and forwards on the beach, at the right of the town, and only a few yards from the intersecting lines of the shot, pouring in cross fires from the broadsides of the two ships; but ere long he disappeared, and was lost in the jungle.

The firing ceased, and the boats, already alongside, and concealed from the view of the shore, were manned, as a note upon the bugle called the men to their places. Soon the little fleet, joined by the boats from the Adams, reached the shore, and the men formed on the beach in full view of the ships, and advanced to enter the town at the nearest point. Soon the port-fire and the torch were applied to the buildings, and the flames ascended from different parts of the town, until the covering and spreading volumes sent up their spiral and wide sheets, involving every dwelling, save the sacred mosque, in the general conflagration.

The force returned to the beach, and a moment more, as the flames were rapidly melting to a common ruin, and mingling in ashes the whole mass of the buildings of the town, involving whatever of treasure and property had been left, they contemplated the wild rage of the sheeted and irresistible element. The bugle now sounded a retreat to the tune of 'yankee doodle,' of olden and revolutionary associations, and the men disembarked as "Hail Columbia" sent its national notes over the yet still waters of the bay. In about two hours after the boats had left the ships, the men were again in their places on their decks, having accomplished their purpose without accident, or the firing of a gun.

The inhabitants had retired from the town, and looked from the mountains upon the ruin of their homes.

I have written this in haste, at the moment when our letter-bag is closing to go by the ship that will bear our letters of friendship and love, and whatever else they may contain, "Westward Ho!"

Extract of a letter from on board the U. S. ship Columbia, dated

"SINGAPORE, Feb. 3, 1839.

"You have, no doubt, heard of our exploits on the coast of Sumatra. We arrived here yesterday (Sunday) after a fortnight's passage from that coast. We have sixty-four on the sick list, the small pox still on board—of which three men have died. The ship has the appearance of a hospital. The scurvy, that terrible disease, made its appearance on board during our last passage, but, owing to our timely arrival at this port, it will soon disappear. We sail from this port to Siam, to negotiate a treaty that was left unsettled by the Peacock on her last cruise. We shall probably be home in sixteen months."

SCARCITY OF SEAMEN.—The Boston Mercantile says "The scarcity of seamen in the naval service is getting to be an evil of magnitude. The Constitution is still detained at New York, for want of fifty able seamen, and the Concord has been lying at the Charlestown navy yard for months, fitted for sea, and detained, doubtless merely in consequence of the impossibility of procuring a crew. Other sloops of war, in other ports, are detained for the same reason."

For years past great difficulty has been experienced in supplying our vessels of war with seamen, in consequence of the better wages offered in the merchant service. The British government have experienced yet greater difficulties from the wages in their merchant service, being on an average somewhat lower than ours, and the pay in their marine so small that, according to the statements of Capt. Maryatt and others, British seamen, allured by the great advantages offered in our country, constitute the bulk of the crews of our vessels, both of the merchant and naval service. Great Britain, however, will have

every year less and less to apprehend from this drain, than we ourselves shall have from the difficulties of procuring seamen for our navy increasing with the rapid increase thereof, and the more extended and prosperous condition of our commerce. Now it is obvious that some means must be devised to supply this deficiency, and that we cannot look to any relief from a prospect of an increase of pay, as that must in the course of time, from the augmentation of our marine, necessarily undergo a corresponding reduction. Common sense and the necessity of the case have pointed out a mode of supplying this desideratum. The subject has been for some time discussed in the public prints, and attracted the attention of Congress; and public opinion has settled down into the recommendation of the employment of Boys in the Navy, to be brought up therein as in a school. It is proposed that the Government guarantee to them such an education as will render them adapted both for the ordinary duties of seamen, and of petty officers, with the prospect of rising by their merit from this *naval seminary*, which our vessels will possess within themselves, to the highest command and rank in their profession. The experiment, in fact, has been already commenced, under an act of Congress recently passed; and we have, we believe, in all our receiving ships, a large number. In that of the navy yard of this port there are, we believe, some 200 Boys, who are, many of them, of respectable families, and all of whom have passed through a certain preliminary examination as to their fitness and qualifications, intellectually and morally, to be admitted to the privilege of being in this service—now already beginning to be esteemed as one of the most eligible to which parents can send their children. Congress should immediately enlarge the provisions of the law, so as to embrace a number of from ten to fifteen thousand pupils, thus to have the resources of a supply of seamen abundant and at hand. We have had occasion several times to witness the advantages of this system, even in its present state of infancy. The boys are brought up in the rudiments of an excellent naval education, and kept in admirable discipline, costumed in neat sailor dress, and daily drilled on ship board, at the boats, rigging, &c. so as to become intimately conversant from their boyhood, with all the practical duties of their profession, while they are acquiring an excellent education in all the most useful branches of knowledge, and of the sciences immediately connected with the life they are to follow. These schools, in fact, are *manual labor colleges afloat in the navy*, and we know from conversing with many naval officers that their introduction is deemed one of the most important reforms ever attempted for the preservation of the right arm of our defence, which must ever constitute the glory of a commercial people.—*New York Star*.

FOREIGN PUBLICATIONS.

The undersigned, having established a correspondence in Europe, offers his services to the officers of the Army and Navy, for the importation of any foreign periodical or professional publications, which they may wish to procure.

Lists of new publications and works in press will, after a short time, be regularly received, and the titles of such as are of a professional character, will be inserted in the Chronicle.

The facilities for forwarding small parcels from the city of Washington to every section of the Union, are perhaps equal to those of any other place.

As but a very small advance on the actual cost and expenses will be added, greater bargains may be made by forwarding the money in advance, to purchase with; but it is expected that all works ordered will be paid for before delivery.

B. HOMANS.

Washington, D. C., April, 1839.

WASHINGTON CITY ;
THURSDAY, JUNE 6, 1839.

COOPER'S NAVAL HISTORY OF THE UNITED STATES.—The navy may congratulate itself that the first connected history of its exploits has fallen into so able hands as those of Mr. COOPER, whose early associations and acknowledged abilities eminently qualify him for the task. It was apprehended by some, when this work was first announced as in the press, that the author would have infused into it the jaundiced views which his latter productions have shown him to entertain respecting his countrymen; and that his style was too ornamental for the grave record of history. In both these, however, expectation has been agreeably disappointed; he has described, with the just impartiality of the historian, the events in which the navy has participated, commencing with the origin of ship building in the early settlement of the colonies, and closing with the war of 1812-15, between the United States and Great Britain. Mr. COOPER has studiously avoided the poetical style, so suitable to works of fiction, and has almost run to the other extreme of clothing his narrative in the plainest garb, although very many of the stirring incidents would have warranted a little indulgence of fancy in the description. On the whole, perhaps, the author is right, for if he had descended to minutiae, and given scope to his imagination, it would have swelled the book beyond reasonable bounds.

In a first attempt at historical record, it is not to be expected that perfect accuracy can be attained in what is actually given, or that some few incidents will not be omitted altogether. But, considering the paucity of material, the length of time that has elapsed since many of the transactions took place—that many of the actors have passed off the stage, and few, perhaps, have left any record of their deeds behind, Mr. COOPER has displayed much labor and research, and deserves great credit for his industry. That the work will soon pass to a second edition seems hardly to admit of a doubt, and the opportunity will then be afforded of correcting such errors as may unavoidably have crept into the first, and of adding incidents that have escaped his previous research.

Among the actions, of which no mention is made, is one that occurred during the Revolutionary war, on the eastern shore of Virginia, between a flotilla of barges, etc., fitted out by the State of Maryland, and a detachment of boats belonging to the British squadron in the Chesapeake. One of the most striking features in this action, and such as probably never occurred in any other on land or water, was that *every person on both sides was either killed or wounded*—not one escaped injury or death. We have heard the incidents partially narrated by an officer of our navy, and have endeavored to procure them in an authentic shape, for publication in the

Chronicle; but have not yet succeeded, though we have hopes of doing so ere long. This is but one item, however, and in no wise calculated to derogate from the fidelity or value of the History as a whole.

As the History comes down to no later a period than the close of the "last war," and much that has since occurred is worthy of note, we may hope that Mr. COOPER will employ himself in collecting the materials for a continuation of it; if, indeed, he has not already set about it. Future historians will no doubt rise up, and they will naturally recur to this first effort of the kind, as the basis of their works. The more full and correct it can be made, the more valuable will it be.

The Introduction contains so much of sound reasoning and forcible argument in favor of higher grades in our navy, that we cannot resist the temptation of transferring it to our pages. If the legislators of the country are open to conviction, they must perceive that the true interests of the service, without considering the just claims of the officers, call for the creation of such higher grades—a measure that has been often urged, though without perceptible effect upon the opinions of the legislature or the executive.

SEA WALL AT ST. AUGUSTINE.—The News of the 18th ult. states that Capt. J. K. F. MANSFIELD, of the Corps of Engineers, has been instructed to repair to that place, to investigate the expenditures upon the sea wall, while under the superintendence of F. L. DANCY, formerly of the U. S. army.

The Pensacola Gazette of the 25th ult., states that a court martial for the trial of several officers would shortly assemble on board the frigate Macedonian.

Under the provisions of "GEN. ORDERS," No. 28, of May 20th, Major Gen. SCOTT has selected the Race ground near Trenton, N. J., for the proposed "Camp of Instruction," and has called it "CAMP WASHINGTON." Bvt. Brig. Gen. EUSTIS is assigned to the immediate command.

The 4th artillery, Lieut. Col. FANNING, is under orders to reach the camp between the 1st and 5th of June.

ARRIVALS AT WASHINGTON.

May 28—Capt. J. P. Simonton, 1st drag. Fuller's
Capt. A. R. Hetzel, A. Q. M. cor. G & 18th sts.
29—Major Gen. A. Macomb, 1 street
Lt. J. T. Sprague, 8th infy. Hope Club, Keller's
21—Lt. W. W. Mackall, 1st arty.
Gen. Geo. Gibson, C. G. S. Hope Club, Keller's
Capt. E. D. Bullock, 2d drags. Fuller's
Capt. W. C. DeHart, 2d arty. Union Ho'l, G. T.
June 1—Lt. A. A. Humphrey's, Top. Engrs. Geo'town
Lt. M. S. Miller, A. D. C. Hope Club, Keller's

LETTERS ADVERTISED.

WASHINGTON, June 1, 1839.

ARMY—Dr E H Abadie 2, Dr George R Clarke, Capt John C Casey 2, Gen J R Fenwick 2, Capt E Harding, Lieut A Montgomery, Dr B Randall.

NAVY—W J Belt, Lt E W Moore, Capt R Voorhees 3, P Mid W B Whiting.

MARINE CORPS—Lt J G Reynolds 3.

UNPAID LETTER REFUSED—Buffalo, May 20.

PASSENGERS.

NEW YORK, May 27, per schr. Oregon, 12 days from St. Augustine, Capt. H. Brown, Lt. J. W. Phelps, and H company of the 4th arty. May 28, per ship Samson, from London, Lieut. W. P. Griffin, of the navy, and lady. June 1, per steam ship Great Western, from Bristol, Lieuts. T. W. Brent, and R. L. Page, of the navy.

CHARLESTON, May 27, per steamer Cincinnati, from Garey's Ferry, Major Gen. Macomb, Capt. E. Schriver, Lieuts. M. S. Miller and J. T. Sprague, of the army. May 28, per steam packet Wm. Seabrook, from Savannah, Captain Bullock and Lieut. Walbach, of the army. Per schr. Empire, from St. Augustine, Col. C. Andrews, of the army. Per steamer Wm. Gaston, from Savannah, Capt. Tattnell, of the navy.

St. AUGUSTINE, May 13, per steamer Isis, from Key Biscayne, Col. Harney, Captains Davidson, Brown, Bryant, Lieuts. Mackall, Phelps, and company H, 4th arty. Per steamer Forrester, from Savannah, Capt. J. K. F. Mansfield, Engineer Corps, and lady.

MOBILE, May 17, per steamboat Champion, from Pensacola, Capt. W. A. Thornton, of the army. May 20, per steamboat Champion, from Pensacola, Col. Henderson, of the Marine Corps.

ARRIVALS AT PHILADELPHIA.

May 28, Major R. M. Kirby, of the army, and lady. May 29, Capt. M. C. Perry, navy. May 30, B. R. Nichols, F. Alexander, Dr. W. B. Sinclair, C. H. Haswell, navy; Capt. B. L. Beall, army. May 31, John Rodgers, navy.

COMMUNICATIONS.

STAFF AND LINE OF THE ARMY.

It may not be altogether uninteresting at this period to suggest an enquiry with respect to the motive of renewing the obvious favoritism and palpable injustice of allowing any officer, or set of officers, to hold two separate commissions, or appointments in, or connected with the army, at the same time? In the cases about which so much discussion and complaint occurred among the army corps, a few years since, it was supposed that, when Gen. JONES, and a few others, retired from their position *in the line*, a new one was established, acknowledging the utter impolicy and inexpediency of tolerating the flagrant prejudice of any such personal advantages in the service. But it does not yet seem to have been adequately demonstrated that it is unjust, or prejudicial to any body, to permit a regimental captain, who snuffs an approved atmosphere, to hold an appointment of equal or higher grade and emoluments in the staff. If some officer will undertake an explanation and defence of this system, which allows a few favored personages the double privilege of seeking and enjoying promotion in two different spheres of service, concurrently, it may tend to throw much light upon this hitherto abstruse subject. It is now, to say the least, a matter of great surprise that the army should rest so comparatively quiescent under the revival of an usage, the policy of which was originally disputed, and its continuance deprecated until it was wholly exploded under the auspices of President Jackson's administration.

HEILEMAN.

ARMY INSPECTIONS.

There is manifestly room for great improvement in what relates to the inspection of all the departments of the army, in many of their multitudinous details. There is a laxity in the mode and measure of such inspections as take place once in three, four, or five years, which every well disposed and well conditioned officer cannot fail most deeply to lament. These inspections too, such as they are, occur too seldom for any practical good. They should be required to be made regularly and systematically once in every year imperatively, and by officers of rank, as well as of known character and intelligence. If there is a paucity of such now available, make more

of them, the materials being abundant in the country, if not already in the service. With an inspector's department adequately filled up, a revolution in the affairs of the army would take place in a twelvemonth. The War Department at Washington, and Congress also, would soon be more ably and efficiently advised of the measures necessary and proper for the reform of existing abuses, and for bringing up the means and military abilities of the republic, to the highest practicable standard.

Impositions of a nature so flagrant as to be almost incredible, have been witnessed and tolerated in the service, in a period unconnected with even the apology of an existing crisis, or an anticipated exigency. Could such outrageous violations of decency and honorable propriety be perpetrated with impunity; or, (rather it should be said,) if gross malversation could escape the eye of Government unheeded amidst a contemptible Indian squabble, what would be the incalculable waste and expense of a very brief contest with any respectable military state: England, France, or Russia?

With no disposition to indulge in cynical animadversion, it may be remarked, that if an inspector of suitable capacity and endowments were upon a tour of observation, and he should find an officer employed in the public works using a steam boat, owned and manned by the Government at great and useless expense, either for tours of superintendence, or as a mail boat,* when it was obvious that a cheap sail boat, or a simple oar boat, at one tenth the charge, would answer a better purpose, what would the inspector direct? Or, if he should find a Quartermaster mustering in his own department gangs of negro slaves, notoriously believed to have been acquired by the wages of collusion, and doing many other acts repugnant to the good order of the service, what ought to be his report? Certainly in such cases there would be an immediate and efficient remedy applied. Where the evidence of criminality was palpable, the inspector would suspend, or direct the proper measures through the Bureau to which the officer implicated might be responsible.

There are always, too, in the service, many officers who, put them where you please, (or where *they* please,) never advance one step, or perform any act that is not by compulsion, by special order of a superior, or rendered plain and absolutely imperative by the Regulations. But if the ablest and best that any service affords are selected, all without exception are benefitted by the exercise of an occasional controlling influence. The best are made better under the impulses afforded by the rebuke of evil, and a commendation of the good of human conduct. The only inspector now known to the service in his ministerial capacity, may be referred to with deference, as being an officer of considerable skill and merit. So far as his meteor-like flights permit it, his sudden and ever unexpected visits are always acceptable and useful to such interests as can be seen at a glance. But whether it is for want of requisite power, or some other cause, it is seldom, if ever, that even his vigilance has been heard of in those investigations of official records, where the eye of an inspector might sometimes unravel mysteries that have for years puzzled the wits of sober citizens.

To avoid prolixity, these observations may be closed with the recommendation that it would eminently subserve the interests of the service at large, if the tours of inspection were more frequent, and less superficial in their performance.

MAY 10.

PRUDENS FUTURI.

* If an officer is in charge of a work at an isolated point, distant 5, 10, or 20 miles from the nearest post office, rather than employ a steam boat as a mail carrier, how much better it would be to establish a post office at his post, and have a semi-weekly mail arrangement placed under the regular direction of the Post Office Department.

N. B. The delay (for consideration) to which the editor of the Chronicle subjects my communication of the 10th inst., under the view he takes of it, is certainly judicious. It is not the writer's wish to reflect upon, by implication or otherwise, or to pay any compliment to, one officer, at the expense of another. He prefers to state facts, to deprecate obvious evils, and to contribute his mite in the way of suggestions promotive of the public welfare. No prejudice or unkindness is felt, and none is intended to be expressed, toward that Inspector General who is less known to the service than his associate.

Wherever the chief interests of the army are concentrated, *there* ought the Inspectors, provided to conserve its efficiency and welfare, to be found. The main body of the army being employed, during several years past, at an extreme point of the southern division, required the continued presence of one or both of those officers. It is presumed that ill health detained one of them, and paramount duties the other, from the theatre of action proper to their respective obligations to the Service.

If the inspector's department is a useful one, (and every practical military mind acknowledges that it is indispensable,) then it is the duty of Government to make it not only respectable in *materiel*, but widely efficient in number also, if that be requisite to attain the end desired.

MAY 27.

P. F.

DOMESTIC INTELLIGENCE.

FROM FLORIDA.

It gives us great pleasure to announce the arrival, at the seat of Government, of Major General MACOMB, who has succeeded in pacifying the Indians of Florida, and has made such an arrangement with them as will effectually put a stop to the further effusion of blood in that Territory. The country to be occupied provisionally by the Indians is situated beyond all former settlements, and the cordon of posts established across the peninsula from New Smyrna to Tampa Bay will be furnished with a sufficient number of troops to insure the faithful observance of the terms dictated by Gen. MACOMB, both by the whites and the red men.

Late despatches received from Fort Gibson announce that Gen. ARBUCKLE and the Superintendent of Indian Affairs, Gen. ARMSTRONG, had, in pursuance of instructions from the Secretary of War, made an arrangement for the future permanent establishment of the Seminoles, perfectly satisfactory to MICANOPY and other chiefs, and that the Seminoles now in the West were about to remove there.—*Globe*.

HEADQUARTERS OF THE ARMY OF THE U. S.,
Fort King, Florida, May 22, 1839.

SIR: Agreeably to the instructions I had the honor to receive from your hands at Washington, on the 20th of March last, I lost no time in repairing to Florida, and arrived at Black creek, the general depot of the army, on the 5th of April. There I had the good fortune to meet with Brigadier Gen. Taylor, the commander of the forces in this Territory, then on a tour of inspection and review of the troops, and at the same time engaged in his plan of dividing the country, nearest to the settlements, into squares of twenty miles, and establishing posts therein. This fortunate meeting enabled me to place in the hands of Gen. Taylor a copy of your instructions, and to give him orders to co-operate with me in carrying those instructions into effect, directing his attention particularly to the protection of the settlements along the line from Garey's Ferry to Tallahassee, and west of the latter place, authorizing him, at the same time, to call into service such a force of militia as mentioned in your instructions. Gen. Taylor, having with him interpreters, and Indians connected with the hostile parties by ties of consanguinity and intermar-

riage, was desired to open, if possible, a communication with them, and thereby make them acquainted with the fact of my arrival in the country, and my wish to see the chiefs and warriors at this post by the 1st of May instant, to hold a conference with them. Col. Twiggs, who was then commanding at Garey's Ferry, having military authority over a considerable extent of country, was also made acquainted with my instructions, and he rendered a ready and efficient aid in furthering my views. Colonel Warren of Jacksonville, who heretofore had command of the militia serving in Florida, was highly recommended to me on account of his efficiency and activity as an officer, was invited to raise and take command as Lieutenant Colonel of a battalion of mounted militia, to assist in the defence of the settlements east of the Suwannee, and expel the Indians. Although quite inconvenient to him, at the time, on account of his private affairs, the Colonel very promptly complied with my wishes. In the mean while, Gen. Taylor was making arrangements with the Governor of Florida in raising, for the defence of the settlements on the west of the Suwannee, a military force. Notwithstanding all these measures, the Indians, dividing themselves into small parties, penetrated the settlements, committed some murders, and fired from their coverts on the expresses and passengers going from post to post.

Under these indications, it was the general belief that no communication could be opened with the hostile parties, especially as it had been given out that the Indians would on no account receive any messengers, but would destroy any person that might approach them with a flag. This threat having been executed more than once, confirmed the opinion that it was worse than useless to attempt to communicate with them. Finding at Garey's Ferry a party of prisoners, consisting of one man, two well grown lads, and a number of women and children, amounting in all to eighteen, it occurred to me that by treating them kindly, I might, through their instrumentality, communicate with the hostile bands. Accordingly, I set them at liberty, and sent them into the country in search of their friends, that they might make known to them, and the Indians generally, the object of my coming among them. Gen. Taylor also sent out his Indians, in whose sincerity and honesty he had great confidence. This first attempt to open a communication entirely failed, Gen. Taylor's Indians having left him, and joined the hostile party below Tampa, and those sent by me returned without seeing any whatever. In the mean time, reports were received of the continued hostilities of the Indians, and of their attacking defenceless people and killing them. According to my previous notification that I would be at this post by the 1st of May, I left Garey's Ferry on the 25th of April, with a guard of dragoons, taking with me the prisoners previously mentioned, and again sent them off in search of their friends, but it was not, after remaining here, until the 9th instant that any Indians called to visit me.

Knowing the slowness of the Indians in performing any matter of national importance, I did not yield to the general belief that none would attend to my invitation, and I had the gratification to receive a visit from a young chief of considerable importance, accompanied by seven young active warriors. I explained to the chief the object of my mission, telling him that his great father (the President) was sorry that there had been so much fighting between his white and red children, and that for their good he recommended to them to cease firing on each other, and make peace. The chief expressed himself greatly delighted with the prospect of peace. I told him that if the whole nation would retire below Peace creek, that hostilities would cease, and that they might remain there, until further arrangements could be made. He again expressed his gladness at hearing what I said, and promised that he would take my

communication and spread it around, being persuaded that it would be well received by all his people. In a few days after he collected a considerable party of his people, consisting of men, women, and children, and paid me another visit. I repeated to him, in their presence, the same "talk," and they seemed all pleased with it. I then made them some presents, after which they departed much gratified, for they were in a most destitute condition, as to clothing and other necessities.

On the 17th instant, Lt. Colonel Harney, of the 2d dragoons, who had previously received my directions to open a communication with the Indians in the southern portion of the peninsula, near Key Biscayne, arrived with Chitto-Tustenuggee, principal chief of the Seminoles, who had been recently elected by a council held by the Seminoles, and Mickasukies. Chitto-Tustenuggee expressed great desire that the business on which he was called to meet me might be speedily attended to. Accordingly, on the next day, a meeting was held, composed of Chitto-Tustenuggee, attended by O-che-Hadjo, a brother of Blue-Snake, who came with him to witness the proceedings, at the request of the Council of the Nation, and Harlock-Hadjo, Chief of the Mickasukies in this section of the country, and all his band that had not been despatched by him to call in the warriors who were out in detached parties. After going through the usual ceremonies among Indians of shaking hands and smoking, I explained to the Indians who I was, and the object of my mission among them, at which they evinced great satisfaction. I then dictated to them the terms of peace, which they readily accepted, manifesting great joy on the occasion, and they have since been dancing and singing, according to their fashion, in token of friendship and peace, in which many of our officers joined them, all being satisfied of the sincerity of the respective parties. The enclosed general order, announcing the result of the conference, exhibits the terms of peace. Under existing circumstances, I did not think it necessary to enter into a formal written treaty, such an instrument with Indians having but little binding effect. Nor did I think it politic at this time to say anything about their emigration, leaving that subject open to such future arrangements as the Government may think proper to make with them. No restriction upon the pleasure of the Government in this respect has been imposed, nor has any encouragement been given to the Indians that they would be permitted permanently to remain in Florida.

There is every reason to believe that when the Indians remaining in Florida shall learn the prosperous condition of their brethren in Arkansas, they will, at no distant period, ask to be permitted to join them.

I have the honor to be, sir,

Very respectfully,

Your ob't servant,

ALEX. MACOMB,

Major Gen. Commanding-in-Chief.

Hon. J. R. POINSETT,

Secretary of War, Washington city.

From the *Charleston Courier* May 28.

THE FLORIDA WAR ENDED.—We are at length able to make this oft repeated, and oft delusive announcement, in good earnest. Major General MACOMB arrived here, yesterday morning, in the steamer *Cincinnati*, from Jacksonville, (E. F.) having made the definite pacific arrangement contained in the General Orders, which we give below, and of which he has politely furnished us a copy. The arrangement made by the commanding General is a wise as well as humane one. It will be better to leave the slow but sure influence of advancing civilization to relieve Florida of the remnant of her savage inhabitants, than further to prosecute a war, at the cost of millions, in order to expel a handful of Indians from inaccessible hammocks and morasses.

HEAD QUARTERS OF THE ARMY OF THE U. S.

Fort King, (Florida,) May 18, 1839.

GENERAL ORDERS.

The Major General commanding-in-chief has the satisfaction of announcing to the Army in Florida, to the authorities of the Territory, and to the citizens generally, that he has this day terminated the war with the Seminole Indians, by an agreement entered into with Chitto-tustenuggee, principal chief of the Seminoles, and successor to Arpieka, commonly called Sam Jones, brought to this post by Lieut. Col. HARNEY, of the 2d Dragoons, from the southern part of the Peninsula. The terms of the agreement are, that hostilities immediately cease between the parties—that the troops of the United States, and the Seminole and Mickasukie chiefs and warriors, now at a distance, be made acquainted, as soon as possible, with the fact that peace exists, and that all hostilities are forthwith to cease on both sides—the Seminoles and Mickasukies agreeing to retire into a district of country in Florida, below Pease Creek, the boundaries of which are as follows, viz: beginning at the most southern point of land between Charlotte Harbor and the Sanybel, or Coloosahatchee river, opposite to Sanybel island, thence into Charlotte Harbor by the southern pass between Pine island and said point, along the eastern shore of said harbor to Taalk-Chopko, or Pease Creek; thence up that river to Hatchee-Thloko, or Big Creek; thence up said creek to its source; thence easterly to the northern point of Lake Istokpoga; thence along the eastern outlet of said lake, called Istokpoga Creek, to the Kissimmee river—thence southwardly down the Kissimmee to Lake Okechobee; thence south through said lake to Ecahlaha-tohee, or Shark river; thence down said river westwardly to its mouth; thence along the sea shore northwardly to the place of beginning; that sixty days be allowed the Indians north and east of that boundary to remove their families and effects into said district, where they are to remain until further arrangements are made, under the protection of the troops of the United States, who are to see that they are not molested by intruders, citizens, or foreigners, and that the said Indians do not pass the limits assigned them, except to visit the posts which will be hereafter indicated to them. All persons are therefore forbidden to enter the district assigned to said Indians, without written permission from some commanding officer of a military post.

ALEXANDER MACOMB,

Maj. Gen. Commanding-in-chief.

By command of the General:

EDMUND SCHRIVER,

Captain and A. A. Gen.

Capt. CRAM, of the U. S. corps of [Topographical] Engineers, (says the *Milwaukie Advertiser*) arrived there on board the *Illinois*, for the purpose of superintending the construction of the Territorial roads now in operation in the Territory. He left on Wednesday for Racine, and after being jolted on the miserable apology for a road between that place and this, may think it advisable to expend on that route a few thousand dollars of the appropriation made for the construction of the Chicago and Green Bay road. It was owing to the misrepresentations of those interested, that Col. Kearney was induced to order the whole amount of the appropriation to be expended north of this place.—*Chicago American*, May 18.

From the *Albany Daily Advertiser*.

NEW YORK STATE MILITARY CONVENTION.—The State Military convention re-assembled at the City Hall, in the city of Albany, on the 21st instant. Major General John T. Cooper, the President of the last convention, not being in attendance, the Convention organized by appointing Brig. Gen. JOHN F. TOWNSEND, President.

The following gentlemen were appointed officers of the Convention:

Col. JOHN GROESBEECK, }
Col. JULIUS RHODES, } *Vice Presidents.*
Col. ROBT. H. PRUYN, }
Lt. Col. JESSE BUEL, Jr. }

Lt. Col. S. V. TALCOTT, }
Major G. W. WEED, } *Secretaries.*
Maj. SAM'L VAN VECHTEN, }

The following resolutions were unanimously adopted:

Resolved, That, in the opinion of this Convention, the time of holding a National Military Convention should be postponed to the first Monday of October next.

Resolved, That it be recommended to the Militia of this State, and other States in the Union, to assemble in Convention in the city of New York, on the first Monday of October next, for the purpose of considering such measures as may be best calculated to effect a reform in the Militia System of the United States.

Resolved, That said Convention be composed as follows: First, Commanding officers of Division and Brigade.

Second, Two Delegates from each Division and Brigade Staff, and one Delegate from each Regimental Staff, to be appointed by the respective commandants thereof.

Third, One Delegate from each regiment and separate Battalion, to be appointed by the commissioned officers thereof.

Fourth, A Delegate to be appointed by the non-commissioned officers and privates of each Regiment and Battalion.

Resolved, That the proceedings of this Convention be signed by its officers, and published in the papers of this city, and that all editors friendly to the Militia System, and who desire to see the same so altered as to increase its efficiency and diminish its burdens, be requested to publish the same.

Adjourned sine die.

JOHN F. TOWNSEND, *President.*

JOHN GROESBEECK, }
JULIUS RHODES, } *Vice Presidents.*
ROBERT H. PRUYN, }
JESSE BUEL, Jr. }

S. V. TALCOTT, }
GEO. W. WEED, } *Secretaries.*
S. VAN VECHTEN, }

Capt. ISAIAH DOANE, who died at New Orleans on the 6th May, aged 54, was the son of the late ISAIAH DOANE, Esq. of Boston, a descendant of the Plymouth pilgrims, and one of the prominent men of the Jefferson school of politics, throughout the stormy political period which followed the American Revolution. The subject of this notice has been for many years a resident of New Orleans, and at the time of his death was Treasurer of the Second Municipality, and President of the native American Association of that city. He was the author of a project, some time since published at Washington, for cutting a canal through a part of the Isthmus of Darien, to connect the waters of the Gulf of Mexico with the Pacific Ocean, and thus to shorten the voyage to India. During the last war, he was a daring and intrepid commander of a cruiser commissioned by our Government, and in one season was the cause of the release of 105 American sailors from foreign prisons, by the capture of the same number of British seamen, and their subsequent exchange. Many of his exploits in the North Sea were then matters of record. The escape of his vessel from under the guns of the Norge, 74; his engagement, yard arm and yard arm, with two British vessels, one on each side, and the capture of both; his providential delivery from out of the whirl or dish of the Maelstrom of Norway, have occasionally found their way into the public press, and been read with thrilling interest by those to whom his name was strange. He was a man of warm benevolence and unassuming manners, and was beloved for the goodness of his heart, and

kindness of disposition. An affectionate husband and brother, and an indulgent parent, he died deeply lamented, leaving a widow and four children to mourn his loss. On the occasion of his death, the colors of the shipping at New Orleans were displayed at half mast; and his remains were consigned to the tomb, with demonstration of grief and respect by his fellow citizens.

EUROPEAN AFFAIRS.—The aspect of political affairs in Europe seems to us somewhat uncertain. There is manifest uneasiness and jealousy of Russia, both on the part of France and England, which two powers seem to be acting in full concord.

The London papers state that a considerable augmentation was about to be made in the military force of the East India Company, and recruiting for that service was going on in London. A large order for muskets, to the number of 20,000, had also, according to the Morning Post, been given by the Company.

The increase of the British naval force in the Baltic, and the concentration of that in the Mediterranean, at or near the Dardanelles, would all seem to confirm the apprehension, that unless Russia shall satisfy the jealousies of Great Britain by present explanations, a rupture cannot long be deferred.

India is the weak point, as well as a most valuable one of the British empire; and India is within the scope both of Russian arms and Russian arts. A contest between the two nations, for diplomatic superiority and influence over the court of Persia, has long been going on, the motive for which, on the part of Russia, can hardly be explained, as any other than a desire to conciliate in Persia, an indifferent looker-on, at least, if not an actual ally, in any ulterior plans of the Muscovite against the British possessions in India.

In Turkey, too, this same sort of contest is in constant activity, and as the one or other policy, Russian or British, prevails, the Sublime Porte is warlike or pacific in regard to its successfully rebellious Pacha of Egypt.

Peace is undoubtedly and eminently the desire and the policy of Great Britain—and with all the disposition to concede their full weight to the considerations of justice and friendship which have determined her course with regard to the boundary difficulties with this country, it is yet not unreasonable to conclude, that the uncertain condition of affairs in the North of Europe would have deterred her from a less amicable course towards the United States.

The apprehension that, if the torch of war be once again relighted, no one can calculate the extent of the conflagration that might ensue, is alike operative in the case of Turkey; and England and France, both, are earnest in seeking to persuade the Ottoman Porte to abstain from prosecuting the war in Egypt.

We hope, most earnestly, that these pacific intentions and councils will prevail. We should look upon war in any part of Europe, as the signal for a long and bloody exhibition of the opposite and incompatible political opinions which are now at work for the mastery throughout the Old World. So long as the arbitration between them is not one of arms, good only results; for, in such a conflict, one of a peaceful character—and in which votes in representative halls and electoral bodies, political harangues and newspaper writings are the arguments,—truth must, in the end, prevail; and truth can only lead to happiness—individual and national.—*New York American.*

A REAL CREMONA VIOLIN for sale at this office and a case with it, if required. It was manufactured by John Carol Klotz, in Mittenwald, An. 1767, may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application. April 25—3t

**PROCEEDINGS OF CONGRESS
IN RELATION TO THE ARMY AND NAVY.**

HOUSE OF REPRESENTATIVES.

MONDAY, JAN. 14.

On motion of Mr. DOTY,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of declaring Green Bay and Milwaukee ports of entry; and of making an appropriation for placing buoys at the entrance of the channel of the Neenah or Fox river; and that the report of Lieutenant J. T. Homans, contained in document No. 24 of the documents of this session, be referred to said committee.

On motion of Mr. MILLER,

Resolved, That the Committee on Military Affairs be instructed to inquire into the state of the military defenses on the western frontier of the United States, and into the expediency of adopting, for the protection of said frontier, an adequate system of defence; and that the said committee be further instructed to inquire into the expediency of making an appropriation to enable the United States Government to carry into effect such system of defence on said frontier as may be adapted for its permanent protection and security.

On motion of Mr. WHITE, of Indiana,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of amending so much of the act "making appropriations for the improvement of certain harbors therein mentioned, for the year one thousand eight hundred and thirty-six, and for other purposes," approved July 4, 1836, as prescribes the plan for constructing the harbor at Michigan city, so as to authorize the Secretary of War to determine the plan of the same.

Mr. CHRISTOPHER H. WILLIAMS of Tennessee, moved the following resolution:

Resolved, That the Secretary of War be directed to report to this House the manner of the expenditure of the hundred and fifty thousand dollars appropriated during the last session of Congress for the erection and repair of arsenals on the western waters, and to specify the particular expenditure on each.

The said resolution was considered and agreed to.

On motion of Mr. DAWSON,

Resolved, That the Secretary of War be instructed to report to this House the correspondence between that Department and General John W. A. Sanford, as agent of the Creek Indians west of the river Mississippi, including that part of said correspondence touching the supplies purchased by the officers of Government for said Indians, and how said supplies were disposed of, and by whom, and why; also, the correspondence between said agent and that Department in relation to the missionaries among said Indians.

Resolved further, That said Department be instructed to communicate to this House, how the supplies purchased by the Government for the army, and sent to the Cherokee country during the past year, after the discharge of said army, were disposed of; the quantity of said supplies sold by order of the Government; for how much they were sold, and by whom; and the instructions under which said supplies were sold, and such other information, touching the disposition of said supplies, which the Secretary may think important to be known to this House; and especially whether any order issued from that Department requiring said supplies to be sold for specie or Treasury notes, and in what kind of funds were said supplies purchased for the Government; whether in the bills of the State banks, or specie and Treasury notes.

The said resolutions were read and agreed to.

Mr. Towns presented a joint resolution of the General Assembly of the State of Georgia, instructing the Senators and requesting the Representatives of that State in Congress, to urge the immediate adjustment and settlement of claims for horses, the property of volunteer soldiers of Nelson's brigade, lost in the campaign of that brigade in Florida, and its marches to and from Florida; which resolution was referred to the Committee on Military Affairs.

Mr. Holsey presented a joint resolution of the General Assembly of the State of Georgia, instructing the Senators and requesting the Representatives of that State in Congress to exert themselves to have compensation made to such persons that had their crops burnt and their property destroyed by the United States troops

south of Wales's line; which resolution was referred to the Committee of Claims.

On motion of Mr. GRANTLAND,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of making provision by law, during the present session, for the payment of the troops called into service by the Executive of the State of Georgia, to repel the invasion of the Indians in the neighborhood of the Okafinoka swamp, and the expenses incident thereto; and that a letter from the Governor of Georgia, to the delegation from the State, enclosing one from the acting Secretary of War on that subject, be referred to the same committee.

Mr. CAMPBELL, of South Carolina, moved the following resolution, viz:

Resolved, That the Secretary of War be requested to communicate to this House whatever information may be in his possession in relation to the late pursuit and capture of certain reputed Indian refugees and murderers within the territory recently relinquished by a part of the Cherokee tribe of Indians: also, whether the reported execution of one or more of the said Indians, under sentence of an Indian council, held within the limits of one of the States of this Union, with the approbation of an officer of the United States army, is true; and if true, by what authority, if any, the said officer acted.

The said resolution was read and agreed to.

On motion of Mr. SAWYER,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of establishing buoys in the waters of Pamlico, Crowatan, and Albemarle sounds, and Chowan river.

Mr. Wise moved the following resolution, viz:

Resolved, That the Secretary of the Navy be directed to furnish this House with certain charges heretofore preferred by C. G. Hunter, of the U. S. navy, against Captain J. D. Elliott, of "most violent, unprovoked, and insulting outrages upon the feelings and rights of said Hunter, on a race course near Port Mahon, island of Minorca," and of general misconduct while commander-in-chief of the Mediterranean squadron; and to furnish the reasons, if any, why the Department has not heretofore ordered a court of inquiry to sit upon said charges against said Elliott; and to furnish, also, copies of the proceedings of the two courts of inquiry which were ordered to try certain charges preferred by said Elliott against said Hunter, upon which said Hunter was acquitted, and upon which the charges of said Hunter against said Elliott were founded.

The rule which requires this resolution to lie on the table one day was suspended by a vote of two-thirds; when the House proceeded to the consideration of said resolution;

And, on the question being put, it was agreed to by the House.

Mr. COLES moved the following resolution, viz:

Resolved, That the Secretary of War be directed to communicate to this House a statement showing the number of Indians annually removed from the eastern to the western side of the Mississippi, from 1789 to 1838, inclusive, with the quantity of land annually purchased of the Indians, the sums of money annually paid to the Indians, and the quantity of land granted each year for common schools, roads and canals, colleges and universities, and to the States, public institutions, and individuals, during the same period.

It was read and agreed to.

On motion of Mr. HOWARD,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of providing by law that all vessels employed in the merchant service of the United States shall be obliged to have on board one or more boys as apprentices, in proportion to the tonnage of the vessel.

Mr. HOWARD presented a memorial of the Board of Trade of the city of Baltimore, suggesting the propriety of passing a law requiring all American vessels of one hundred tons and upwards to take as a part of their crew one or more boys, according to their tonnage, either as apprentices or hired; and that no vessel be permitted to clear without her complement of boys; which memorial was referred to the Committee on Commerce.

Mr. KENNEDY submitted the following resolution, viz:

Resolved, That a select committee be appointed to inquire into the expediency of establishing a naval school or academy for the education of young men in-

tended for the naval service of the United States; and that said committee be authorized, if they should deem it proper, to report a plan for the organization of such an academy, the most eligible site for the same, and such other matters relating thereto as they may think necessary to be brought to the consideration of this House.

The said resolution was read, and decided in the negative.

Mr. DARLINGTON moved the following resolution, which was considered, and agreed to:

Resolved, That the Secretary of the Navy be directed to communicate to this House any examination or survey that may have been of the harbor of Marcus Hook, on the Delaware river, in the State of Pennsylvania, under the direction of the chief engineer; together with an estimate of the sum of money necessary for repairing and improving said harbor.

Mr. AYCRIGG submitted the following resolution, viz:

Resolved, That the Secretary of the Navy be directed to cause to be laid before this House, seven hundred and fifty copies of the chart of Newark bay, and of the sand bars in the vicinity of said bay, recently surveyed by Lieutenant Gedney.

It was read, considered, and agreed to.

Mr. RANDOLPH submitted the following resolution, viz:

Resolved, That the Secretary of War be required to furnish this House with a statement of the contracts entered into by the engineer superintending the improvements of Little Egg Harbor, under the several appropriations made for that purpose; also, copies of said engineer's accounts, with a tabular statement of the quantity and kind of the materials (and the prices of the same) used in the work, together with the names of the persons to whom any part of said appropriations have been paid, and the amounts paid to them respectively; and also, that the Secretary of War inform this House of the mode of improvement adopted by said engineer, and wherein it differs from the mode originally proposed for the improvement of said harbor, as well in the cost and permanency of the same as in the manner of construction; and whether the partial destruction of the improvements by storms, and the cost of the same beyond the original estimate, are not owing in a great measure to the departure of the said engineer from the plan of improvement originally proposed, or if not, to what cause the same may be attributed.

It was read, considered, and agreed to.

On motion of Mr. FILLMORE,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of authorizing accurate surveys and charts to be made of such parts of lakes Ontario, Erie, Huron, Michigan, and Superior, and the rivers and straits connecting the same, and the bays and harbors thereof as lie within the boundaries of the United States.

Mr. GALLUP presented a petition of officers of the line of the United States army, praying that the line of the army may be placed upon an equal footing with the several staff corps; which petition was referred to the Committee on Military Affairs.

Mr. PECK submitted the following resolution, viz:

Resolved, That the Secretary of War be directed to communicate to this House whether the annuities due Seneca Indians in the years 1837 and 1838 have been paid; and if so, at what time, and in what manner, and by whom the same were paid; and whether any goods have been paid, or offered to be paid, to said Indians on account of any such annuity; and if so, by what authority the same were paid or offered to be paid; and if the said annuities, or any portion thereof, remain unpaid, or were not paid at the time when the same became due, the reason why the payment thereof was delayed; and, also, to communicate to this House copies of all correspondence in relation to the same since the 19th day of March last.

Resolved, That he also furnish this House with a detailed statement of the "expenses of the delegation of Senecas of New York, opposed to the treaty," amounting to \$789 23, and the "expenses of the delegation of Indians in favor of the treaty," amounting to \$9,500; and the "expenses of submitting the treaty to the several bands of New York Indians," amounting to \$4,000; and, also, the "expenses of certain Indian delegations," amounting to \$2,630, as contained in a report from the Indian Department, accompanying the President's

message; particularly specifying in each case the names of the persons to whom the money was paid; the amount to each; the time when paid; and the services or other things for which paid.

The resolutions were read, considered, and agreed to.

Mr. ALLEN, of Vermont, presented a resolution adopted by the General Assembly of the State of Vermont; which is as follows, to wit:

Resolved by the Senate and House of Representatives, That our Senators in Congress be instructed, and our Representatives be requested, to use their influence in obtaining the passage of a law for a more thorough organization of the militia of the United States, and that provision be made for arming, equipping, and disciplining said militia, at the expense of the General Government.

Mr. EVERETT moved the following resolution:

Resolved, That the Secretary of War be directed to lay before this House a statement of all allowances made prior to the 30th June, 1834, as an annual compensation for the services of superintendents of Indian affairs, who were such in virtue of holding the office of Governor or Secretary of any of the Territories of the United States; exhibiting the name of the person to whom made, his office, (whether Governor or Secretary,) the name of the Territory, the period for which the allowance was made, the rate per annum, and the amount allowed to each; and also state under what law or regulation such allowances were made.

It was considered, and agreed to.

Mr. TILLINGHAST submitted the following, which was read, and committed to the committee of the Whole House on the State of the Union, viz:

Whereas examinations and surveys have heretofore been made in the Narraganset bay, in Rhode Island, with a view to military and naval establishments, and reports have been made to the Navy Department, and communicated to Congress, containing evidence of the fitness and advantages of a place upon the waters of that bay for a naval depot:

Resolved by the Senate and House of Representatives of the United States in Congress assembled, That the Secretary of the Navy, as soon as may be, cause such further examinations and surveys to be made as are, in his opinion, necessary for ascertaining the fitness and the relative advantages and disadvantages of a place in the said Narraganset bay for a naval establishment, yard, and depot, on shore, and the best location thereof in said bay, with estimates of probable expense; and that said estimates and the reports of said examinations and surveys, when made, and all such evidence as is now or may then be in possession of his Department as to such fitness and advantages or disadvantages, be by the said Secretary communicated to Congress as soon as may be, with such views and opinions as he may deem important.

Resolved, further, That, for carrying this resolution into effect, there be now appropriated, and there is hereby appropriated, the sum of one thousand dollars, out of any money in the Treasury not otherwise appropriated.

On motion of Mr. TILLINGHAST,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of providing, by an appropriation, for the removal of obstructions to navigation in Providence river, at and near the port of Providence and Pawtuxet.

On motion of Mr. NOYES,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of reporting a bill making an appropriation for the perfecting a road, required for use as a military road, along the northeastern frontier of the United States, from the town of Eastport to the town of Houlton, both in the State of Maine, as recommended in the report of General John E. Wool and Major James D. Graham, of the United States army, made to the Department of War December 29, 1838.

On motion of Mr. WORD,

Resolved, That the Secretary of War be requested to communicate to this House, at as early a day as convenient, what number of Choctaw claims for reservations under the 14th article of the treaty of Dancing Rabbit creek has been examined by the board of commissioners appointed under the act of the 3d of March, 1837; what number of applications has been made for examination, and not yet examined; and, also, all information in the

possession of the Department relating to the claims of the Choctaws under the article of the treaty above mentioned; together with all information touching the contingent locations made by George W. Martin, and the instructions or authority under which said locations were made.

TUESDAY, JAN. 15.

The Speaker laid before the House a letter from the Secretary of the Navy, transmitting a copy of the survey and chart of the Southern coast of the United States, from Tybee bar to Hunting island, May river, directed by the act of Congress of the 3d of March, 1837, with a view to the practicability of establishing a naval depot within the waters embraced in the survey; which letter and accompanying documents were laid on the table.

ARMY.

OFFICIAL.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 29. } Washington, May 31, 1839.

I...The resignations of the following officers have been accepted by the President, to take effect at the dates set opposite to their respective names:

1st Lieut. E. W. Morgan, 2d arty.,	31 May, 1839.
1st Lieut. J. M. Wells, 7th infy.,	31 May, "
Ass't Surgeon E. B. Wolcott,	15 April, "
Ass't Surgeon B. F. Fellowes,	30 May, "

II.. In conformity with General Regulations, Brevet Major Zantinger, 2d artillery, senior Captain serving with his regiment, is hereby assigned to duty according to his brevet rank, during the absence of the Major.

BY ORDER OF MAJOR GENERAL MACOMB:
R. JONES, Adj't Gen.

SPECIAL ORDERS.

No. 36, May 31—Ass't Surgeon Suter, assigned to duty at Camp Washington, near Trenton, N. J.

SPECIAL ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 37. } Washington, June 1, 1839.

The six companies of the 2d regiment of dragoons, ordered to be withdrawn from the Florida service, will take post at Fort Columbus, whither the Colonel will repair and assume command until further orders. The horses of these dismounted companies, instead of being sent to Jefferson Barracks, as directed in General Orders of the 19th of May, will now be turned over to the Quartermaster's Department at Garey's Ferry, for such disposition as the Quartermaster General may direct.

BY ORDER OF MAJOR GENERAL MACOMB:
R. JONES, Adj't Gen.

No. 38, June 4—At the request of the Commandant of the Military Academy, 1st Lieut. Thomas Johns, 8th Infy., assigned to duty at West Point, in the Department of Tactics, where he will report without delay.

1st Lieut. B. R. Alden, 4th infy., relieved at the Military Academy, and assigned to temporary duty at the Principal Depot, Fort Wood, to report accordingly to Superintendent Recruiting Service at New York.

The 3d artillery, ordered to Fort Columbus, instead of being sent to the posts on the Gulf of Mexico, as previously ordered by the General-in-Chief. This regiment (the greater portion of it) has been long serving in Florida, and will probably join the Camp of Instruction near Trenton, N. J., very shortly after its arrival in the harbor of New York.

NAVY.

ORDERS.

May 29—Comm'r. Joel Abbot, Navy Yard, Boston.

Lt. R. Semmes and Mid. A. Murray, steamer Poinsett; and Lieut. J. M. Gardner relieved from orders to the Poinsett.

Lieut. C. K. Stribling, Rendezvous, Norfolk, vice Lieut. Wm. Green, relieved.

June 1—Capt. G. W. Storer, command of Receiving ship at Boston, vice Lieut. J. B. Montgomery, relieved.

Comm'r. W. K. Latimer to the Mediterranean, to relieve Comm'r. Percival in command of the Cyane.

Lieut. W. S. Ogden, Navy Yard, New York.

3—Surgeon J. F. Brooke, Navy Yard, Boston.

U. S. VESSELS OF WAR REPORTED.

MEDITERRANEAN SQUADRON—Ship Ohio, Captain Smith, bearing the broad pendant of Commo. Hull, sailed from Mahon for Gibraltar, April 14.

Ship Cyane, Commander Percival, at Marseilles, April 20.

EAST INDIA SQUADRON—Frigate Columbia, Commo. Read, at Singapore, Feb. 5.

WEST INDIA SQUADRON—Frigate Macedonian and ship Vandalia proceeded up and anchored off the city of Pensacola in the early part of the week before last.

Ship Levant, Comm'r Paulding, arrived at Pensacola on the 23d ult., in ten days from Havana. Comm'r. P. is to be succeeded by Comm'r. Smoot in the command of the Levant, agreeably to previous arrangement.

Schr. Otsego, P. Mid. E. T. Shubrick acting commander, arrived at St. Augustine, May 20, from Key West and a cruise.

EXPLORING SQUADRON—A whaler at Nantucket reports having spoken, on the 28th March, in lat. 54 30, long. 79 46 west, the U. S. ship Relief, forming one of the Exploring squadron. The Relief was lying at anchor under the south side of Terra del Fuego, and in a heavy gale of wind had dragged her anchors and came near drifting on a reef. She was ultimately obliged to slip her chains, leaving the anchors and three hundred and seventy fathoms chain. She would put into Valparaiso to refit. The rest of the fleet was gone south, all well.

MARRIAGE.

In Jefferson co., Va., on the 22d ult., Lieut. ALEXANDER G. GORDON, of the U. S. navy, to JULIET A., daughter of H. L. OPIE, Esq.

MILITARY AND NAVAL SERVICE.—Just imported direct from London, and this day received for sale by F. TAYLOR, Bookseller, Washington, the following new works on Naval and Military Science, most of which contain many engravings:

Naval Routine, by Lt. Fordyce, Royal Navy, 1 vol
Military Surveying, Reconnaissance, &c. by Major Basil Jackson, Royal Staff corps
Modern Fortification, by Lt. Col. Humphrey, Royal Artillery, 1 vol
Wellington's Despatches, 12 vols
The Constitution and Practice of Courts Martial, by Capt. Simmons, Royal Artillery
Glascock's Naval Officer's Manual, 2 vols
Engineer's Pocket Book for 1839
Transactions of the Corps of Royal Engineers, 2 vols, quarto
Lieut. Col. Hawker on Fire Arms
The King's Regulations and Orders for the Army
The Manufacture and Proof of Gunpowder, by John Braddock, Commissary of Ordnance
Griffith (Capt. Royal Navy) on Seamanship
Tredgold on the Steam Engine and Steam Navigation, 2 vols, quarto
Capt. Sir John Ross on Steam Navigation, as connected with naval warfare, 1 vol, quarto
Belcher on Marine Surveying
Robson's Marine Surveying
Mackenzie's Marine Surveying
British Nautical Almanac for 1842: (1843 shortly expected)

Bruff's Engineering Field Work
Col. Pasley (Royal Engineers) on Geometry and Plan Drawing, being the first volume of a course of military instruction

Last edition of Clerk's Naval Tactics
Sir Howard Douglas on Naval Gunnery
Sir Howard Douglas on Military Bridges, &c.
And many other valuable works of the same class, received in former importations

Also, all the new, as well as most of the known valuable standard works on Geology, Mineralogy, Engineering, Architecture, Practical Mathematics, &c. &c. both English and American, in all their various branches, all at the lowest prices.

* * Books, Stationery, Mathematical Instruments, &c. &c. imported to order from London and Paris; also the United Service Journal and other Periodicals.

* * Daily expected, "Magrath's Progress of the Art of War," "James on Courts Martial," "Mitchell's thoughts on Tactics," &c. &c. and what other military and naval works may have been published in the interim in England.

* * Orders by mail carefully attended to. May 23—3t